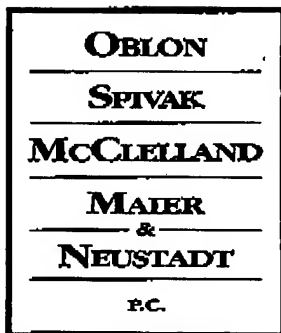


Continuation of Substance of Interview including description of the general nature of what was discussed: the examiner and the applicant's representative agreed that if the claims were amended to make clear that each lock was actuated by signals coming simultaneously from each of the electronic control units then this would define over the noted prior art. It was also agreed that the FADEC should be amended to recite two channels for purposes of antecedent basis. The applicant's representative provided a listing of the claims with the agreed to amendments which will be entered by examiner's Amendment..



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MESSAGE

Please see attached set of claims. Claim 1 reflects the changes we discussed on Friday, May 25, 2007. The claim set also includes new Claim 6. Please contact me if you have any questions.

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Claim 1 (Examiner's Amendment): A turbojet thrust reverser, comprising:

- two doors displaceable between a reverser open position and a reverser closed position, each door being controlled by a respective electronic control unit connected to a full authority digital engine controller having two channels; and

- two locking devices each enabling the position of the door associated therewith to be locked, each locking device being ~~capable of being~~ actuated solely ~~[[on]]~~ upon simultaneously receiving a first and a second signal, orders the first signal coming simultaneously from both the respective electronic control units unit and the second signal coming from the other electronic control unit.

Claim 2 (Original): A thrust reverser according to claim 1, wherein each electronic control unit includes an electrical power supply unit connected to the locking device of the door with which it is associated via a switch, and a synchronizing unit controlling opening and closing of the switch associated with the locking device of the other door.

Claim 3 (Original): A thrust reverser according to claim 2, wherein each locking device locks the door with which it is associated in position when it is not powered electrically, and unlocks said door when simultaneously the electrical power supply unit of the electronic control unit controlling said door delivers an electrical voltage and the synchronizing unit of the electronic control unit controlling the other door causes the switch associated with said locking device to conduct.

Claim 4 (Original): A thrust reverser according to claim 3, wherein each synchronizing unit is connected to both channels of said full authority digital engine controller.

Claim 5 (Original): A thrust reverser according to claim 1, wherein each door is associated with an abutment locking device controlled from the cockpit of the airplane on which said turbojet is designed to be mounted.

Claim 6 (New): A turbojet, comprising a thrust reverser according to claim 1.